

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No 4805

號十初月六年一十三緒光

WEDNESDAY, JULY 12 1905.

三拜禮

號二十月七年亥癸

330 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....
Sterling Reserve.....\$1,000,000
Silver Reserve.....\$500,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
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CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th May, 1905.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1905.

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS:
AUTHORIZED.....GOLD \$10,000,000
CAPITAL PAID UP.....GOLD \$3,250,000
RESERVE FUND.....GOLD \$3,250,000

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LTD.

BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.

CHARLES R. SCOTT,
Manager.

20, Des Vieux Road,
Hongkong, 26th May, 1905.

Hongkong, 1st April, 1905.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED.....Yen 24,000,000
CAPITAL PAID-UP....." 18,000,000
CAPITAL UNCALLED....." 6,000,000
RESERVE FUND....." 9,720,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. NEW YORK.

NAGASAKI. HONOLULU.

LYONS. SHANGHAI.

SAN FRANCISCO. NEWCHANG.

BOMBAY. MUKDEN.

TIENSIN. PORT ARTHUR.

PEKING. CHEFOO.

Kobe. DALNY.

LONDON.

LONDON BANKERS:

THE LONDON JOINT STOCK BANK, LD.

THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.

On Current Account at the rate of 2 per Cent. per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per Cent.

On fixed deposits for 12 months, 4 per Cent.

On fixed deposits for 12 months, 3 1/2 per Cent.

On fixed deposits for 12 months, 3 per Cent.

On fixed deposits for 12 months, 2 1/2 per Cent.

On fixed deposits for 12 months, 2 per Cent.

On fixed deposits for 12 months, 1 1/2 per Cent.

On fixed deposits for 12 months, 1 per Cent.

On fixed deposits for 12 months, 1/2 per Cent.

On fixed deposits for 12 months, 1/4 per Cent.

On fixed deposits for 12 months, 1/8 per Cent.

On fixed deposits for 12 months, 1/16 per Cent.

On fixed deposits for 12 months, 1/32 per Cent.

On fixed deposits for 12 months, 1/64 per Cent.

On fixed deposits for 12 months, 1/128 per Cent.

On fixed deposits for 12 months, 1/256 per Cent.

On fixed deposits for 12 months, 1/512 per Cent.

On fixed deposits for 12 months, 1/1024 per Cent.

On fixed deposits for 12 months, 1/2048 per Cent.

On fixed deposits for 12 months, 1/4096 per Cent.

On fixed deposits for 12 months, 1/8192 per Cent.

On fixed deposits for 12 months, 1/16384 per Cent.

On fixed deposits for 12 months, 1/32768 per Cent.

On fixed deposits for 12 months, 1/65536 per Cent.

On fixed deposits for 12 months, 1/131072 per Cent.

On fixed deposits for 12 months, 1/262144 per Cent.

On fixed deposits for 12 months, 1/524288 per Cent.

On fixed deposits for 12 months, 1/1048576 per Cent.

On fixed deposits for 12 months, 1/2097152 per Cent.

On fixed deposits for 12 months, 1/4194304 per Cent.

On fixed deposits for 12 months, 1/8388608 per Cent.

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On fixed deposits for 12 months, 1/1073741824 per Cent.

On fixed deposits for 12 months, 1/2147483648 per Cent.

On fixed deposits for 12 months, 1/4294967296 per Cent.

On fixed deposits for 12 months, 1/8589934592 per Cent.

On fixed deposits for 12 months, 1/17179869184 per Cent.

On fixed deposits for 12 months, 1/34359738368 per Cent.

On fixed deposits for 12 months, 1/68719476736 per Cent.

On fixed deposits for 12 months, 1/137438953472 per Cent.

On fixed deposits for 12 months, 1/274877906944 per Cent.

On fixed deposits for 12 months, 1/549755813888 per Cent.

On fixed deposits for 12 months, 1/1099511627776 per Cent.

On fixed deposits for 12 months, 1/2199023255552 per Cent.

On fixed deposits for 12 months, 1/4398046511104 per Cent.

On fixed deposits for 12 months, 1/8796093022208 per Cent.

On fixed deposits for 12 months, 1/17592186044416 per Cent.

On fixed deposits for 12 months, 1/35184372088832 per Cent.

Ships.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON and ANTWERP VIA	PALMA	About 12th	Freight only.
MANILA, SINGAPORE, PE-	G. W. Cockman, R.N.R.	July	
NANG, COLOMBO, PORT			
SAID, SUEZ & MARSEILLES			
MOI and KOBE	Mazagon	About 13th	Freight only.
	W. H. S. Hall	July	
SHANGHAI	Coromandel	About 13th	Freight and Passage.
	G. M. Montford, R.N.R.	July	
LONDON, &c.	Sinla	July 15th	See Special Advertisement.
	C. D. Goldsmith, R.N.R.	1905	
LONDON and ANTWERP VIA	JAVA	About 20th	Freight and Passage.
SINGAPORE, PENANG,	B. Barcham	July	
COLOMBO and PORT SAID			

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 12th July, 1905.

Intimations.

LANE, CRAWFORD & CO.



LANE, CRAWFORD & CO.
ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY BLENDED
FOOCHOW TEA.

PRICES:
Including Freight, Duty and Delivery to any address in the United Kingdom,
Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00.

Hongkong, June 16th, 1905.

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT
MERCHANTS,
15, QUEEN'S ROAD.
ESTABLISHED 1864.
Telephone
No 76
HONGKONG, 4th July, 1905.

E. C. WILKS & Co., CONSULTING MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.
AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES,
RACING AND CRUISING.

OUR MOTORS

For Reliability, Workmanship.
Durability, Lightness.
Estimates cheerfully given.



OUR PROPELLERS

Are fitted to the Principal Racing Launches in Europe.
Designed and Finished for Highest Efficiency.

Agencies—GENERAL ELECTRIC CO.,
W. H. ALLEN & SON'S, ENGINEERS, BEDFORD.
H. W. JOHN'S CANADIAN ASBESTOS COOPERS.
Cable Address: "MARINEWORK," Hongkong.
Telephone No. 358.
112, Beaconsfield Arcade, Hongkong.

Hongkong, 1st February, 1905.

Intimations.

Bovril is
bottled energy.

In the most enervating
climates BOVRIL
gives vigour and nervous
force.



TRY IT
"CLUB"
THAT'S ALL.

Pronounced the best Scotch Whisky at the price
on the Market.

Per Dozen - \$14.00

H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong, 22nd June, 1905.

PHOTO SUPPLIES.

LONG, HING & Co.,

17, QUEEN'S ROAD.

Hongkong, 15th May, 1905.

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Acting Manager.

Hongkong, 7th February, 1905.

CONNAUGHT HOTEL.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS,
PRINCIPAL OFFICES and in the MAIN STREET.

Large and lofty Rooms, Elegantly Furnished. Flush Water Lavatories.
Hydraulic Elevator. Excellent Cuisine and Wines.
Hot and Cold Water Baths and Shower Baths. Under European Management.
Launch Service for Guests.

Hongkong, 16th June, 1905.

HOTEL CRAIGIEBURN,

Prunket's Gap, the Peak, near the Tram Terminus, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

GO TO THE KOWLOON HOTEL.

VICTORIA HOTEL, MACAO HOTEL,
SHAMEEN, CANTON, MACAO, CHINA.

ON THE BRITISH CONCESSION. IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS.

W. J. FARMER, Proprietor.

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chiofo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Madszuru, Kure, Shimonsaki, Moji, Wakamatsu,
Karatsu, Nagasaki, Kuchino, Suway, Milke, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes).

CONTRACTORS OF COALS for the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Manoura,
Onoura, Otsuji, Sasahara, Tsubakura, Yoshinotani, Yoshio, Yubokibara and other Coals.

S. MINAMI, Manager Hongkong.

HONGKONG HIGH-LEVEL TRAM- WAYS COMPANY, LIMITED.

IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ... Every 30 minutes.
7.30 a.m. to 8.00 a.m. ... Every 15 minutes.
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8.00 p.m. to 8.30 p.m

Intimations.



A. S. WATSON & CO.,

LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

SHERRIES.

BOTTLED BY

GEO. G. SANDEMAN SONS &
CO., LTD.

Per dozen.

Light Dry	£13.00
Solera	18.00
Very Pale Dry	18.00
Full Golden	21.00
Pale Dry Nutty	24.00
Fine Old Brown	36.00

A. S. WATSON & Co.,

LIMITED,

Agents in Hongkong and South China for
SANDEMAN'S WINES.

ESTABLISHED 1841.

Hongkong, 22nd June, 1905. [32]

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL,

1ST FLOOR.

LIQUEURS

FROM

MARIE BRIZARD & ROGER,

BORDEAUX.

AWARDS:

THE
HIGHEST

WHEREVER

EXHIBITED.

Hongkong, 12th July, 1905.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 12, 1905.

THE SENTENCE ON CAPT.
BOUGOUIN.

The sentence of ten years' imprisonment which the Japanese Court has passed on Captain Bougouin, accused of espionage, will certainly stir the doves of France. The evidence on which the prisoner was convicted has not yet come to hand, but if the assertions made by the French press as to the character of Captain Bougouin are to be implicitly accepted, there is every reason to believe that there has been a gross miscarriage of justice. It can well be understood that the Japanese nation, roused to action by the dilatory methods of Rodjstevsky's fleet in French colonial waters, and the supineness exhibited by the French authorities, when their attention was directed to the continued breach of neutrality involved by the presence of the fleet under the shadow of the tricolour, should have been galled and irritated almost beyond endurance. And when they found, as they believed, a traitor in their midst they would feel inclined to visit the brunt of their anger upon his head. We can only surmise what has taken place, in the absence of the proof which led to the conviction, and the punishment inflicted on Captain Bougouin. To understand the position, it should be known that Captain Bougouin was no transient visitor to Japan. He was one of the best known Frenchmen in Tokio. In 1870 he was appointed military attaché to the French Legation in Japan. So high an opinion was formed of his talents, that when the reform movement came into full swing Captain Bougouin was engaged as an instructor to the new army of the Mikado. On retiring from that position, he went into business, and resided in the outskirts of the capital, cementing old friendships and gathering around him a host of new faces. On the outbreak of the war between Russia and Japan, Captain Bougouin was appointed special correspondent to several newspapers—three French, one English and one American. Naturally the journals which secured his services congratulated themselves on having a representative in whose judgment they could place absolute trust, whose discretion was beyond praise, and whose relations with the Japanese Government were of the most cordial nature. As a newspaper correspondent, Captain Bougouin kept copious notes of passing events. Although it might be forbidden to publish certain news which was occurring on the spot, the facts could be collected and collated for future reference. Doubtless, like all war correspondents, Captain Bougouin hoped to write a book on the war, the events leading up to the outbreak, and the conditions prevailing in Japan during the struggle. At any rate when the Japanese authorities made a domiciliary visit to Captain Bougouin's residence they found a mass of papers and notes ready to be worked into articles for the press. It is easy to comprehend how people who are not newspaper writers and are not acquainted with the immense drudgery and toil involved in the collection of facts, might construe the researches of Captain Bougouin, his ample notes and probably comments on current events, as detrimental to the public safety. It is even comprehensible that the presence of a mass of documents all referring to Japan's position and her resources might lead to the arrest of the writer or compiler as a spy. But it is difficult to understand how a Court of Law in Japan could be misled if these were the only charges against the accused—that he kept an extensive memorandum of political affairs. *La Liberté*, which was one of the Paris journals represented by the Captain, admitted that the police found outlines and rough notes on the war in Captain Bougouin's house, and added: "The Government, moreover, seems convinced, without chance of dispute that the documents seized with such *relais* are nothing less than the bases of information destined for the greatest possible publicity." But that is not the aim of espionage. The spy hopes to benefit the particular Government or faction by which he is employed, and to benefit them to the exclusion of all others. The writer who hopes to give his views the "greatest possible publicity" is a reviewer, a leader or guide of public opinion, whose main object is to present his views to the world in such a form that they will command attention and gain some kudos for the author. *Le Petit Parisien* says of Captain Bougouin—"Several times he has sent us letters and telegrams which were noteworthy." *La Liberté* says—"Captain Bougouin... sent us many contributions. We have still in the *Liberté* office photographs and notes of Captain Bougouin's, whose role of correspondent and journalist is by them shown to be indisputable and perfectly legitimate." *Le Journal de Paris* asks—"Does not this affair assume serious proportions?" while

Le Populaire of Nantes significantly inquires—"Is he the victim of a denunciation? Is this the petty spite of Japan?" Then again *Le Petit Provençal* of Marseilles says—"How can one believe that a man so scrupulously honest, one of an integrity and honour unquestioned, could betray the hospitality of a land made dear to him by so many claims?" Exactly, that is the point. Is it likely that Captain Bougouin who knows Japan and the Japanese, as comparatively few foreigners are permitted to know them, would seek to act as a traitor to his second home? After a man has been thirty years in the East he has few ties in the land of his birth to drag him away from the scenes which have sunk themselves indelibly into his mind. His hope is to spend his remaining years quietly in the land of his adoption, taking a calm, academic interest in the home country, but centering his thoughts in the doings of his new heritage. One of the French papers refers to the case of Collins, the British subject who was sentenced to ten years' imprisonment for espionage. That was a clear case, however; Collins was a spy pure and simple, and he had never a ghost of a chance of acquittal. But Captain Bougouin was in a different position; he was almost a Japanese in thought, if not in spirit. What the evidence could have been that sufficed to warrant his conviction as a spy it is impossible to say. But from what we know of Captain Bougouin's record we can only say that if he has been rightly sentenced to ten years' imprisonment, then Bennett Burleigh can thank his lucky stars that he cleared out of Japan before the story of the *Samson* and the negotiations with Pavloff became public property. The papers containing the evidence which led to Captain Bougouin's conviction will be awaited with no little impatience; and the attitude of the French Government will be watched with unusual interest.

LOCAL AND GENERAL

We have received the second volume of the report of the tariff commission dealing with the cotton industry.

THREE plague cases have been added to the official list, making a total of 234 since the beginning of the year.

A DEATH from plague has taken place at Manchester, the victim being a sea cook from Buenos Ayres via Hamburg.

MESSRS. W. G. HUMPHREYS & SON send us a useful calendar advertising Jeyes' disinfectants for which they are the local agents.

MR. ALGERNON BOURKE says the Venetian wits have suggested a motto for Admiral Togo, "Togo Tenga Tutto (Togo takes the lot)".

JAPANESE gendarmes had already put down the riot between Buddhists and Christians at Nomi, where Mr. Sharp would have been in danger of his life, if he had not hastened to Kangyengpo for police assistance.

DURING the absence on leave to the neighbouring countries of Major General V. Hutton, C. B., the command of the troops in South China will devolve upon Colonel C. H. Darling, C.B.E., from the 13th inst.

THE *Asahi* stated that it is reported from Fukuoka that M. Zarloff, a Russian prisoner, has applied to the authorities to be allowed to be naturalised as a Japanese subject. The message adds that he has ¥38,000 in a Russo-Chinese Bank.

UNDER date, Saigon, 30th ult., Messrs. Wm. C. Hale and Co. write:—Supplies from the interior are falling off largely, and the few small sales effected lately have sufficed to harden the market, which closes with an upward tendency.

SERGEANT Lee placed three 'ricksha coolies before Mr. G. N. Orme this morning on charges of being in possession of property reasonably suspected of having been stolen or unlawfully obtained, at Wanchai, on the 11th inst. The first man was in possession of a lady's belt, with silver buckles, and the charge being proved, he was sent to three weeks' hard labour. The second was in possession of a gold locket, valued at \$6, and the third in possession of two silver Masonic apron tassels, valued at about \$6. The case against the second and third accused were remanded for inquiries to be made into the men's antecedents.

AT the present time picture postcards are imported into Japan in considerable quantities from Europe and America. According to the Japanese postal regulations, all postcards in this country are required to bear in Japanese characters the words *Yubin hagaki* (Postcard); but on the imported cards the word is only printed in Roman characters. The *Osaka Shimpo* says the postal authorities have been considering how to deal with the imported card, whether to treat it on the same scale as the domestic card or otherwise. So far the imported article has had the same privileges as the Japanese card, but the authorities have now decided to treat these cards as letters, inasmuch as they do not comply with the Japanese regulations, and for inland postage a three-cent stamp will be necessary in future. Dealers in picture postcards have been advised of this new regulation.

CORRESPONDENCE

(We do not necessarily endorse the opinions expressed by correspondents in this column.)

CHEAP SPIRITS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR,—In the London papers to hand by yesterday's mail, we find a paragraph reading:—

"An earnest appeal was made in the House of Lords yesterday by the Archbishop of Canterbury for the restriction of the sale of intoxicating liquor in West Africa. He dealt at length with the evils wrought amongst natives by the *diluted stuff* which was manufactured mainly in Germany."

One European after partaking of the liquor was obliged to seek urgent medical advice. In our letter to the Hongkong papers published on December 17th last, in going over the arguments suggested to us by reading Prof. Thorpe's report on some cheap spirits purchased in Hongkong and sent home for analysis by the Government, we stated that, "we know of many instances in which especially amongst Semitic races, drunkenness caused by cheap spirits has developed during the state of intoxication into accessions of homicidal mania."

The statements made in the House of Lords by the Archbishop of Canterbury, therefore, bear out in full what we said as to the danger of partaking of such spirits, and in a way, also bear out the fact that, notwithstanding Prof. Thorpe's opinion, so readily accepted by the Colonial Secretary in placing it before the Legislative Council, what we said at the time as to the harmlessness of such drinks, and their being no "holesome if, not more so, than genuine spirits, remains unchallenged."

If further evidence were needed in favour of the point we took up contradicting Prof. Thorpe's report as to the soundness of the cheap spirits analysed by him at the request of this Government, we would find it in the fact that following on the many prosecutions which took place in London against publicans selling spirits not containing the required amount of ethers, and therefore not being entitled to be called genuine, the absolute futility of analysis to establish the soundness or less of such spirits, has been proved to the hilt. It follows that Prof. Thorpe's analysis of the Hongkong Spirits, must be taken with very many *grains of salt*.

On the subject, Ridley's Wines and Spirits Review prints an article in the current issue which may be of interest to the general public after the deductions that must have been made from Prof. Thorpe's report. They say:—At first, Magistrates were inclined to accept blindly the evidence of experts for the reason that, having absolutely no knowledge of the subject themselves, they had but little else upon which to rely. Matters, however, have considerably changed during the last six months and the so-called experts, the test condemning certain spirits because they did not contain a certain percentage of ethers, etc., has been so blown upon as to have become a most unreliable foundation upon which to build up a prosecution. The result of the meeting of public analysts which took place at the Chemical Society's Rooms on 11th January, to discuss the subject brought to light the fact that, whilst there were a considerable number of gentlemen present who believed in the accuracy of the test, there were quite as many who regarded it as utterly worthless, and we may fairly assume that this meeting has come before the notice of the great majority of Magistrates throughout the country, and now tends to make them listen to the evidence of the chemical analyst with some impatience.

"Further it has been established beyond doubt that the variation in the amounts of ethers contained in young Brandies, admittedly genuine and from the same district, is simply enormous, whilst it is equally certain that many of the finest specimens of old Brandy obtainable would fail to stand the test of the ether expert. Then, again, the offer of foreign chemists to supply ethers at a moderate cost which will at once transform the commonest spirit into Brandy that will meet the requirements of the Analyst, have even in a greater degree shown up the futility of analysis."

"We are glad to say that yet another nail—this time a long one—has lately been driven into the coffin of this fraudulent means of getting convictions, and inasmuch as it has been provided by the Society of Public Analysts themselves, it ought surely to carry great weight. It appears that on the 1st of March last, a paper entitled 'Some conditions affecting the Ether value of Brandy,' by Messrs. Philip Schidrowski and Frederick Kaye, was read before and afterwards discussed by the members of the Society and a report of the proceedings was last month published by the Analysts, its recognised organ. From it we learn that the analyst in question analysed a sample of Brandy which was unadulterated and had been drawn direct from Bond, and found that it showed an ether value of 98.8, its alcoholic strength being 54.2 or 94.8 proof spirit. They next examined a sample of the same brandy reduced in strength to 44.5 or 77.9 proof spirit, and were astonished to find that its ether value had fallen to 66.5. We may add that the Brandy had been broken down with New River main water."

The next experiment was the blending of several Brandy, but only two together, which had been previously analysed, with the result that the blends were found to be by no means equivalent to the theoretical mean of the constituents, so that a marked variation, utterly unexplainable had taken place with regard to ethers."

From a trade, and also from a Magisterial point of view, there is only one conclusion to be drawn from the foregoing, and that is an important one, namely, that quite apart from other considerations, the nature of an ether is of so fugitive and erratic a character as to make its consideration as a test to purity absolutely valueless."

As Mr. Revan, the President of the Society, remarked the result of the investigation was that a "very grave question was opened for the Magisterial mind to consider" in any case that involved the admissibility of evidence of the ether test. The authors of the paper evidently did not consider their discovery from his point of view, for they state that this factor of breaking down "must be taken into consideration by Shippers and Merchants" so that, according to them, the mere matter of purity would appear to be a consideration quite secondary to that of the possibility of a loss of ethers occurring by the use of a particular water, which, by the bye, might in other respects be most desirable."

To sum up the situation, we fall to see how any Magistrate aware of the facts contained in this short article, could possibly convict a defendant for selling an impure brandy upon the strength of the testimony of analysis as to the amount of ethers it contained. It is important in the highest degree, therefore, that in every prosecution such be brought to the notice of the presiding authority."

The hearing of this article on the reliability of analysis must be evident to the public, and we would recommend its perusal to the local authorities in connection with Prof. Thorpe's analysis as placed before the Legislative Council in December last.

GREGOR & CO.

Hongkong, 12th July, 1905.

AT MACAO.

A VISITOR'S IMPRESSIONS OF THE
HEALTH RESORT.

Macao is a very much over-rated place. In Hongkong it seems to be the proper thing to refer to Macao as the "health resort" of the Colony, the "holy city," the "Monte Carlo of the East," the "ripper's paradise," the "home of beauty and of grace," the "Brighton or Blackpool of the East," and so on *ad lib*. Consequently, if a visitor to Hongkong dares to suggest that he is sick and tired of Hongkong, he is recommended to try Macao. Now, as half the foreign population of Hongkong seems to look upon Macao as a god-sent blessing to husbands troubled with nagging wives and squalling children there must be some efficacy in the air of this Portuguese possession. What the married men of Hongkong would do without Macao it is fearful to contemplate. Whenever the first breath of hot air strikes the city, the Benedictine cheer up like a lot of cock sparrows. They become almost jumpy as they chirp along the way. Freedom is at hand. The wives and families are packed off bag and baggage to Macao for a little while the lords of creation have a regular royal time. That is the reason, probably, that half the male element in Hongkong forget the hot weather in the contemplation of their bliss. And the wives and families roast and stew in that oven of a place called Macao, simply because they believe they are in the fashion. "Out at the heels but in with the fashion" is the feminine motto and they act up to it, those who go to Macao. They can regale their friends and their meek and loving husbands all winter with stories beginning "Last summer, when we had that beautiful house next the Governor-General's in Macao—"

etc. The men-folks say little, but if they only started the real tales of adventure beginning—"During my temporary emancipation last summer when my better half and the kids were at Macao, I—"

then there would be wigs on the green.

SILENT GENDARMES.

The first impression of Macao from the steamer is hardly prepossessing. You see an old ruin in the distance, a couple of flagstaffs, a lighthouse, and a row of houses that look like barracks—that is the famous Praia Grande from the sea. You leave that behind because that is only Macao's show place and people must enter by the back-door. Nothing under a duke is allowed to land on the Praia Grande—it might disturb the sacred slumbers of the loungers on the Praia. So you creep along through shoals of stinking junk until an apology for a wharf appears. Three policemen, or gendarmes or whatever they may call themselves, appear on the landing stage. Their moustachios are very fierce and their swords very useless. They never speak to one another, being sworn to silence; and they never do anything, being paid to vegetate. They are kept as a sort of "atmosphere" to the place; like the stucco dragons of a temple gate.

"ALL IS NOT GOLD."

So a landing is effected. The 'rickshas are very gaudy, crimson cloth-lined, the hood; beautiful Brussels carpets are under your feet. The puller speaks pidgin English—and here is a tip, he never by any chance has any change—so you feel quite at home. Until the 'ricksha starts, and then you forget the gorgeous trappings of the vehicle. They know not the great Macadam in Macao—except on the Praia. All the hills and howes are laid with cobblestones. Consequently when the 'ricksha casts off you come to the conclusion that it was a good thing you forgot to take those liver pills in the morning. That it is the first impression. Afterwards you are inclined to think that liver pills are not so very strenuous after all compared with a 'ricksha on a rocky shore.

BENEVOLENCE PERSONIFIED.

Of course the puller knows or thinks he knows where you are going. He promptly lays you down before the No. 1 gambling-house of the Colony. There are, it is said, 19 gambling-houses in Macao. Each is the best; in each you are sure to win. The boss sees the unfledged one timorously crawling up the stairs of the den, and dons his No. 1 smile of welcome. He explains the simplicity of the game and tells the newcomer that if he wishes to gamble the whole house is at his disposal. In the writer's case, the proprietor or caretaker—it doesn't really matter what he was—offered to provide breakfast, tiffin, tea and dinner, cold drinks from champagne to iced sarsaparilla, entertainments by dancing girls, cigars and all the rest of it for a week or a month. And all for nothing. Naturally it was expected that the visitor would gamble a little but not too much; being a tenderfoot he was sure to win—all tenderfoots win; and although the house was willing that he should win a little they hoped he would not win too much. They have to pay some \$50,000 for the Gambling Farm and pay 48 per cent. to the shareholders, so they pleaded with the stranger not to overdo the winning part of the game. Their generosity was overwhelming and being one of a party noted for its philanthropic works, we assured the boss that we refused to behave like other people from Hongkong—we would not play, so that we might not win. The boss was not at all happy at this; in fact he nearly had a fit.

One thing is peculiar to Macao—there is no middle-class. Uniforms and rags are the chief features of the streets, or rather lanes. Our contributor must have had only a very cursory visit to the city and his impressions would be modified after a better acquaintance with the "beauty spots" of the ancient settlement. —ED. H.K.T.J. Three quarters of the town is a modern Alsatia—the churches forming the sanctuaries; the other quarter is composed of floated aristocrats of all nations, and this quarter never stirs out of bed without pads of gold braid smothering its mainly bosom. Of the ladies one-half the population is enveloped in black shrouds; the other half seems to spend its time in counting its jewellery and bedecking itself with rings and bangles. The second half is very fair to the eye and it must be admitted that they do

keep some lovely women at Macao. Of course there are others, but they are the exceptions. Sauntering along the pavements of the Chinese quarter, the visitor is struck by the monotony of the shops. First comes an eating-house, where strange and weird concoctions are compounded; next there is a samshu store; then comes the pawnbroker's office. It is all in regular rotation, refreshments, drink, pawnbroker—refreshments, drink, pawnbroker, right along the lanes. And each is crowded. So that there is a big overture of cash in Macao. They don't put up big signs about "No chit received" or "Pay to-day we trust to-morrow," they keep bamboo canes and walk the skin off the deprecator who tatters a chit. One shop-keeper away on the sands had never heard of the word "chit"—which exhibits Macao in a new light.

THE CYCLE CRAZE.

There are other sights in and around Macao. One of the most interesting is that provided by the soldiers and sailors on bicycles. The cycle craze has just struck the Portuguese possession and the disease is decimating the Colony. Long, lean cyclists skirmish along Macao's only road, the Praia, at 40 miles an hour. Officers of gendarmerie may be seen at all hours of the day—preferably about noon—hurting through the air, pedalling for grim life as if the spectre of the East was after them. The Municipality, it is said, has dispensed with the "water-carts" since the craze began. The Praia Grande is now loved with the jumpy perspiration of the cycle fiends. The dog-catcher is also out of a job—all the dogs disappeared simultaneously with the advent of bicycles. There is this to be said about the craze—it lends to a moderate form of excitement and interests the visitor. It represents the new era of progress that has arrived. In Macao, it should be explained, the 'ricksha pullers never run. They don't even walk—they creep. It is just possible to make a puller nervous, but it implies great energy on the part of the visitor. You have to take the 'ricksha up a cobbly hill, then get it started with the puller between the shafts and while he is still dreaming, get a friend to push it suddenly. Then the 'ricksha sends the cooler hell-skelter down the hill. It is a mild form of excitement, because there is always a possibility that you may land in the sea. Anything over a "quick life" is the motto of the pullers and they live up to it. So that a cyclist who can't be seen for dust and a 'ricksha-puller who is a somnambulist by profession afford that pleasing contrast which is the mixed pickles of modern life.

THE PRAIA GRANDE.

Something should be said about the Praia Grande, but it is a big subject—too big for a passing remark. It has to be seen and viewed for a lifetime before the proper perspective is found. All the houses are at least between one and two centuries old—that is their chief recommendation. Two houses have gardens in front. One of the gardens depicts a scene on a desert island—it is filled with huge boulders of granite and flints arranged in that careless haphazard style which shows real artistic perception. To enter the house an apprenticeship in Alpine climbing is requisite. Even a quiet mountainous have quailed at the prospect of negotiating the Motherhorn of Macao's Praia Grande. The other garden contains two shrubs, believed to have been planted by Marco Polo, or some famous individual who had too much time on his hands. There are also two weeds under a glass case—"no admission except on business," is placarded outside the gateway. These weeds are supposed to be two thousand years old and are greatly venerated. The rest of the barracks—for the Praia Grande is just an elongated barracks—calls for much comment if time and space permitted. One house with a portico, for instance, is the beauty-spot of Macao but people should see it for themselves.

MACAO'S FORTIFICATIONS.

For the benefit of foreign aggressors it may be hinted that Macao is fortified. No big gun, wrapped up in a blanket stands sentry over the harbour. It would do great damage to somebody or something if it were fired, but nobody would think of such a thing. There are other guns—on a fort-topside, and being interesting relics of the past, the Vasco da Gama was ploughing the sea when they were kept polished and shiny with blacklead and elbow-grease supplied by Chinese labour. Nobody knows anything in Macao—they all mind their own business to such purpose that some of them might be considered half-witted—but they are in reality only communing with their inward selves. People in Hongkong are altogether too flighty; they disturb the repose of Macao. To avoid questions most of the residents there pretend that they only speak Tagalog—whatever that may be—so there is no danger of missing your way. Four hours in Macao does more to reconcile the Hongkong resident to his hut on the hill than a year at Kowloon. Macao must be supported. It is the Benedictine salvation without Macao the ladies—bless 'em—and the youngsters would have to live in Hongkong all the year round. With Macao at hand it is possible for the married man to get a respite now and then, so Viva Macao!

A CARRIAGE accident, which may yet be attended with serious, if not fatal, results, occurred just this side of the junction of Wanchai Road and Praya, East, last evening about half-past six o'clock. It appears the off-wheel got jammed in the groove of the tramway line, causing the carriage to come to an abrupt standstill, the sudden stoppage throwing the driver off the box as well as smashing the axle-wheel, and freeing the ponies of their harness. The driver was picked up, in a dazed and bruised state, by the *mafoo* and some bystanders, and as he was still conscious enough to refuse to go to hospital, he was removed to his house. The *mafoo* and a number of coolies taking away the damaged "growler" and the ponies, while the occupants of the four-wheeler, six frightened females, had to charter rickshas to get to their destinations.

SHIPPING AND MAILS.

MAILS DUE.
Australian (*Chingha*) 13th inst.
English (*Colomandel*) 13th inst., 6 a.m.
American (*China*) 18th inst.
Canadian (*Athenian*) 18th inst.
German (*Prins Heinrich*) 18th inst.
Canadian (*Empress of China*) 14th inst.
German (*Prins Sigmund*) 13th inst.
The Dackland Line s.s. *Bavaria*, from London and ports, left Singapore on 11th inst., and is due here on 17th inst.
The P. M. S. S. Co.'s s.s. *Korea*, which left here on 13th ult., arrived at San Francisco, her destination, on 10th inst.
The E. & A. Co.'s s.s. *Empire* from Sydney, &c., left Manila at noon on 11th inst., and is due here to-morrow at 2 p.m.
The P. M. S. S. Co.'s s.s. *China* with mails, &c., left Nagasaki on Sunday at 6 p.m., and is due to arrive at Manila on 14th inst., at 3 p.m. She is expected to arrive at Hongkong on 15th inst.

TELEGRAMS.

[Review.]

French Socialists.

London, 10th July.

A lecture by the French socialist Deputy Jaures, upon the international duties of socialists in reference to war, which the German Government had forbidden to be delivered in Berlin, has now been published textually in Berlin, in the socialist's organ *Vorwarts*. Its tone is moderate, and most friendly to Germany. It expresses notable warmth in reference to the Anglo-French entente, and declares that "we will resist with our last breath any attempt to entangle us in an action hostile to Great Britain."

Prince Arisugawa's Departure from London.

Later.

Prince and Princess Arisugawa have proceeded to Portsmouth where they will be the guests of the Commander-in-Chief until tomorrow, when they will embark on the *Preussen* bound for Yokohama. Their Highnesses drove in the Royal carriage to Victoria and were lustily cheered en route. The Duke of Connaught, Lord Lansdowne, Admiral Fisher, the Legation, and the Japanese colony were at the station to bid farewell; Viscount Hayashi accompanied their Highnesses to Portsmouth.

The Peace Conference.

The Japanese and Russian plenipotentiaries will meet at Portsmouth, New Hampshire.

Great Britain—National Defence.

During a debate in the House of Lords on National Defence, Mr. Balfour's statement of the 10th May was severely criticised. Lord Roberts said that the lessons of the South African war were already forgotten; he had no hesitation in saying that the army was as absolutely unfitted and unprepared for war now, as it was then; the nation must choose between conscription and universal training.

Visit of the British Fleet to Brest.

The British fleet arrived at Brest yesterday and there was a remarkable demonstration of welcome from immense crowds both afloat and ashore.

The Peace Prospects.

It is reported from Washington that President Roosevelt has submitted to the belligerents a request from China for participation in the Peace Conference; it is not known whether replies have been received, but it can be stated that Russia is favourable and Japan unfavourable to the request, and it is not likely that President Roosevelt will press it.

THE "TRAVANCOR" INQUIRY.

FINDING OF THE COURT.

Following is the full text of the decision of Marine Court appointed to inquire into the stranding of the sailing ship *Travancore*, a brief summary of which appeared in our issue last evening:—

We find that the British ship *Travancore*, official number 99769, of Greenock, of which W. C. Chamberlain, a master, and of which J. T. Roberts is chief mate, left Hongkong on the 31st May, 1905 bound for Angeles.

The *Travancore* is a sailing ship of 1,878 net registered tons, and was in ballast when she put to sea. That about 8 a.m. on the following day the ship stranded on Pokoi Point, was about for about three quarters of an hour on the evening of the 2nd June, and again taking the ground remained there until 7.45 a.m. on the 3rd June, when she was towed off by the steam tug *Robert Cook*. It appears from the evidence that when the master came on deck at 7.45 a.m. on the 3rd June, the position of the ship in respect to Pokoi Point allowed him the alternative of weathering the Point by continuing on the same tack, or to put about. He decided on the latter course, and that it should be carried into effect later on. The master then retired into his cabin and, after the lapse of half an hour—during which time two reports were made to him by the officer of the watch representing the necessity to go about if the intention was persevered in—he came on deck too late to admit of the manoeuvre which he attempted to be safely carried out, and in consequence the ship stranded. Having fully considered the evidence, the Court is of opinion that the *Travancore* was not navigated with sufficient and reasonable care; that the master was absent from deck when the safety of the ship required his personal supervision; that the casualty was caused by mismanagement on his part and that he displayed a lack of intelligence in the efforts he afterwards made to float the ship. That the material damage to the ship was due to the above mentioned causes, which they are of opinion amount to a wrongful act or default on the part of the master, and they therefore direct that his certificate be suspended for a period of nine months from this date. The Court further directs that a first mate's certificate be issued during the period of suspension if the master so desires. The Court is further of opinion that the chief mate was also to blame in respect to the management of the ship immediately prior to her stranding, and in the lack of effort he displayed in afterwards trying to float her, which they are of opinion amount to a wrongful act or default on the part of the chief mate, and they, therefore, direct that the master's certificate held by him be suspended for a period of three months from this date. The Court learns from the evidence, with regret, that, after the ship stranded, the crew generally appear to have taken an undue advantage of the position the master was placed in, by consulting their own safety rather than that of the ship, and that their behaviour as a whole left a good deal to be desired. The Court, therefore, directs that the members of the crew who brought the charges against the master and mate bear the costs of this investigation so far as they relate to the Court. The Court also learns from the evidence, with surprise, that the master was expected by the ship's owners to provide the charts used on behalf of the vessel at his own expense.

HONGKONG CONSPIRATORS

BIG GUN-RUNNING SCHEME FRUSTRATED.

ARMS AND AMMUNITION FOR INSURGENTS

A somewhat sensational story concerned with the running of guns and ammunition which it is stated, were intended for rebels in the Philippines, has just been unearthed by the detective department in Hongkong. The scheme was projected by a syndicate who have previously been suspected of gun-running to various countries in the Far East; and it was financed by men who have ample funds at their command. Had everything gone smoothly, had there been no craven spirit among those who were sounded as to their willingness to embark on the venture, the scheme, cut and dried, would have been on a fair way to a successful conclusion by this time.

Last week a foreigner who is not altogether unknown to Shanghai, and whose exploits as an evader of established law and authority brand him as a true type of the filibusterer, arrived in Hongkong. He was not much to look at in appearance, but he had the funds at his back and a great proposal in his pocket. He was unknown to the venturesome spirits of Hongkong and he had to feel his way with care. Eventually, he met some outside brokers to whom he disclosed his intention of running a big cargo of arms and ammunition into the Philippines. The order had come, he hinted, through the revolutionary bands in Samar and the other unsettled portions of the Philippines. It was the first that had been received; and if it was carried out successfully, the rifles and ammunition landed secretly, and handed over to the guerilla bands which continue to harass the Americans, further orders would be given. Money was no object to the revolutionaries. Each rifle was worth its weight in gold to them; and ammunition would be paid for at something like a thousand per cent. above market prices.

The intermediary also gave a graphic description of the conditions prevailing in the Philippines. Manila, he stated, is the only quiet spot in the whole of the Philippine Islands. The country is as wild as ever it was before America took possession of the Spanish colony in 1893. The natives are up in arms; sedition is rife; proclamations denouncing the United States Government circulate from hand to hand; and in every province preparations are on foot for a great insurrection. The leaders are quietly biding their time; the people are being armed surreptitiously; the mine is laid and it only waits to be fired. The Shanghai conspirator said that the censorship on news relating to the rebellious state of the interior is as strict in Manila as ever it was in Japan. It is dangerous to wander about the outskirts of Manila, and all the talk about a peaceful settlement is described as mere fudge.

Whether such is a true description of native sentiment and aims it is not for us to say, but that the gentleman who came from Shanghai to conduct these gun-running expeditions from Hongkong implicitly believed in his facts is beyond question. An adventurer is not prepared to squander some hundreds of thousands of dollars in some visionary project. Nor are backers such as those who were prepared to put up the money in this case likely to be inveigled into some fantastic scheme. These men have had experience of gun-running before; they know the ropes and they can see the colour of the money before they join the venture. From their point of view it was a purely business transaction—they desired to make money quick and this was one way of realising their object.

When the visitor to Hongkong unfolded his plans and related his desire to select few, he found plenty of people ready to assist him. Some well-known people in Hongkong were interested in the scheme. The trouble was to find the man who could procure the rifles and ammunition without attracting the attention of the Government. The Hongkong laws require that every man having a rifle must have a license for his weapon. A rifle cannot be removed from a godown here without a special permit from the Government. No arms or ammunition can be shipped from Hongkong except by the authority of the Government. The difficulty then was to find the man sufficiently dare-devil to foil the Government regulations and to get the arms and ammunition together under the very eyes of the law. The man was found. He is in Hongkong now. We are positively assured, and have every reason to believe, that despite the vigilance of the police, 10,000 rifles and 10 million rounds of ammunition, destined for the Philippine rebels, are secreted in Hongkong at this present moment. They are well concealed; the hiding-place is known to a very few and those few are not likely to tell what they know of the matter.

The enterprising foreigner, who pulls the strings and holds the key to the money bags, wanted a great deal more than 10,000 rifles, but for a first attempt that number would do. The scheme seemed to be going on famously, and there was little to do beyond getting the arms and ammunition aboard a vessel which the leader of the expedition has, we are told, in readiness, when a cloud arose. The first parties consulted by the scheme were being left out in the cold. They had done nothing, except by suggestion, to forward the movement. They had not put a penny into the scheme; they were not to share in the spoil; they were not privy to the plans as a whole, nor were they in the syndicate. But they hoped to make a little commission on the quiet.

When the man who could and did procure the rifles and ammunition was found, he was made partner in the scheme; and he candidly says that his share would have amounted to \$30,000 at the very lowest computation. That did not suit the brokers. The contract or terms of the syndicate were to be signed last night by all the members. It has not been signed. Somebody went to work and, it is alleged, from pure vindictiveness told the whole story to the proper authorities. As the result of that disclosure, the police visited a certain house in Hongkong the other evening and interrogated the resident there. They got nothing from him and found nothing on the premises. But the scheme has been tipped just as it was beginning to blossom. The gentlemen who are at the bottom of the affair have not been seen for two days. He did not turn up last night to sign the syndicate deeds, and where he is nobody can tell, or they pretend that they cannot tell. The 10,000 rifles and 10,000,000 rounds of ammunition are still in Hongkong, however, and there is no slightest doubt a bold effort will be made to get them clear of the Colony. One of the members of the enterprise said to a *Hongkong Telegraph* representative to-day, in a most aggrieved tone—"What have the police to do with it, whatever? Didn't the Thurns run their cannon into South Africa in piano-cases? Nobody split on them, and if they had done so what would have happened. Nothing? We can wait a little—there is plenty of time." Another gave a new version of the real destination of the arms and ammunition. "We are going to ship the goods to the borders of China, the French borders, and the British Government cannot prevent us. There is no Treaty between Britain and France as to shipping arms and so the Hongkong Government cannot touch us." But it is just possible that explanation is merely a blind. It will be interesting to the outsider and rather exciting for the conspirator to watch developments.

DEATH OF MR. P. LAWSON.

It is with regret that we announce the death of one of the younger members of the community in the person of Mr. Peter Lawson, the sub-accountant of the Chartered Bank of India, Australia and China, who passed away at the Peak Hospital yesterday afternoon after a very brief illness. It was only on Thursday last that the deceased was out and about as usual, and appeared to be enjoying the best of health when he was out with a bathing party after business hours. The following day he was taken ill and as he exhibited signs of fever it was deemed advisable to send him to the Peak Hospital. He became worse and expired at 3.30 p.m. yesterday the cause of death, we believe, being directly due to blood poisoning. The late Mr. Lawson was only 26 years of age, and had been in the Colony in the position he held at the time of his death, for close upon three years. He was unmarried and, it is believed, leaves a mother, sisters and brothers in Glasgow to mourn his death. The funeral takes place this evening at the Happy Valley.

DISGRACEFUL STORY

FROM WANCHAI.

Two butchers were charged, this morning, before Mr. G. N. Orme with cleaning the carcasses of pigs in a place other than a licensed slaughter-house, at Wanchai. P. B. Jones stated that he went to the house in question and there found "effendants" the first holding some pork and the second cleaning a carcass. The pigs had not been killed nor bled, but had died, and had been picked up in the waters of the harbour. "In the house were found blocks, choppers, carving 'dressers,' and boilers. There was also a large quantity of pork, which had not been bled, waiting for pickling, while there were also a quantity of jars full of pork already pickled, all intended for sale, evidently, among the poorer Chinamen. To cure this pork and give it a healthy appearance it was treated with salt and camphor, and from the number of empty jars showing signs of having contained some of this 'comestible,' a considerable quantity appeared to have been lately sold. Some of the 'pork' was produced in Court, but it so titillated the olfactory nerves of all present that his Worship told the sergeant to "take it away as far as possible and get rid of it."—Mr. C. F. Dixon, of Mr. John Hastings' office, appeared for the first defendant, and stated that his client was only visiting the shop and was not dressing the meat.—His Worship found them guilty, and on the charge of dressing carcasses in a place other than a licensed slaughter-house fined the defendants \$5 each, and on a further charge of being in possession of tainted meat, intended for human food, \$50 each. Inspector Gauld was in charge of the case.

THE Bishop of Colchester, in Convocation, said he was old enough to remember the publication of "Hymns Ancient and Modern." It was said to be the production of forty gentlemen, who went by the name of "The Forty Thieves," because their piracies were so many!

CHINA exchanges give some interesting facts showing that in spite of facilities which travel now affords, and the extent of commerce between Europe and China, it appears, according to the statistics issued by the Imperial Chinese Customs, that in 1903 there were only 20,404 foreigners resident in China, by far the greater number being Europeans. Of these, Britishers head the list with a total of 5,662, while the Japanese come next with about four hundred fewer. The Americans have about two thousand five hundred residents, and the Portuguese, including the natives of Macao, are fourth, with just under two thousand representatives. The German number over sixteen hundred, and the French over twelve hundred, while the Russians were only three hundred and sixty-one. This is probably owing to the fact that Manchuria was, when the census was taken, looked upon as belonging to Russia, and not to China. Spaniards, Italians, Danes, Australians, Swiss, and Norwegians are among those having residences in China, and the list is wound up by twenty-two Koreans, three Brazilians, and two Peruvians. It is worth noting that the foreigners in China doubled between 1893 and 1903, and that in that period the Japanese increased tenfold. In another ten years' time the Japanese will no doubt head the list by a large majority, says the *Japan Chronicle*.

DARING HIGHWAY ROBBERY AT POKFULAM.

After stuffing his queue into his mouth and tying his head to a branch of a tree, four ruffians proceeded to rob Ching Lang, a shopkeeper, of No. 36, Third Street, West, and concluded their operations by rubbing pepper in his eyes and giving him a sound thrashing. This is a matter which Inspector Collett and the detective department are now investigating, and it is to be hoped they will be successful in bringing the robbers to justice. The crime was of a most daring character being carried out at Pokfulam in broad daylight between two and three o'clock yesterday afternoon. It seems that Ching Lang had occasion to go to the Dairy Farm to collect a bill for goods supplied by him, and having received the \$75 in settlement proceeded to place \$30 in one pocket, \$30 in another and \$7 in coin in a purse which he put in a third pocket. He then started on his homeward journey, but had not got very far when four men set upon him. They gagged him by stuffing his queue into his mouth and then tied the end behind his head to a branch of a tree, and in order that he might be the more secure fastened his legs with his pants. They found the \$30 in one of his pockets, and apparently believing they had secured all his valuables made off with all possible speed. Their victim struggled violently and ultimately succeeded in breaking away, and was about to make off when he found his purse lying on the ground with the \$7 untouched. He then reported the occurrence to Inspector Collett, stating that he could identify two of the men who had attacked and robbed him and would be able to place his hands upon one. He added that while he was tied up the men rubbed pepper into his eyes and then beat him.

SANDOW—THE STRONG MAN.

We have received a visit from Mr. S. Clifton Highett, the advance manager for Mr. Eugene Sandow, and learn from him that the "world-famous" "strong man" who is now appearing at Singapore, may be expected in Hongkong in the course of a week or ten days. Mr. Sandow has had a most successful season in Africa, India and the Straits, and will doubtless receive a hearty welcome to the Colony. The modern Hercules has with him a troupe of over twenty pupils who have joined him for a tour round the world to assist him in demonstrating his celebrated system of physical culture. Sandow, of course, is the big draw, for he is a marvel of physical development. He appears on the platform amidst scenic surroundings that give picturesqueness to his movements, while at the same time the spectator is enabled to witness the tremendous exhibition of muscle power with splendid effect. Those who have seen him will cease to wonder at the popularity his system of physical culture has attained, and he himself is the best incentive to the propagation of his gospel of physical development. On the stage he at once interests his audience in what he does, and so enchains their closest attention that scarcely a movement of his great muscles is lost. In addition to demonstrating his celebrated system of physical culture, Sandow appears before his audience in his great Graeco-Roman arena, and with the assistance of his pupils takes part in Olympic games as played by Roman gladiators, and all kinds of athletic sports. Further particulars of the performances are not at present available, but when they come to hand we shall again refer to this marvellous exhibition which is due here at an early date.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Messrs. Benjamin, Kelly & Potts notify the following alterations since their share list on page 8 was printed:—
China Sugars 210 b.

RAUB AUSTRALIAN GOLD MINING CO.

The Manager's mine report for four weeks ending June 17th reads as follows:—
The Mine measurements and Assay results of prospecting work show a total of 381 feet for the period (4 weeks) under review, made up of 12 ft. sinking, 123 ft. diving, 212 ft. of crosscutting, and of 34 ft. of surface prospecting against 480 ft. for the previous month.

BUKIT KOMAN MINE.

440 Level, Main Crosscut East.—This has been advanced 9 ft. making a total of 71 ft. from the shaft.

At 65 ft. a lode was struck which shows a width of 4 ft. and gives an average assay value of 6 dwts.

Driving has been started to the North and South, and the width and value for the 5 ft. driven each way is being maintained.

The lode is, no doubt, the main lode but with a changed inclination, or has been thrown further to the East by some slight dislocation between the two levels.

Driving in the old drives has been continued to 86 ft. North and 54 ft. South, making an advance of 16 ft. These are now stopped as results were not encouraging to go further.

31st Level Drive North.—This had been extended 31 ft. bringing the total to 491 ft. The lode 33 ins. wide, assays 4 dwts. with less quartz, and is more disturbed.

340 Level Drive South.—Here 9 ft. has been driven bringing the total to 372 ft. The end carries lode matter only 42 ins. wide, and low grade.

240 Level North, No. 2 Winze.—This has been sunk from 82 to 94 ft., the required depth to meet the 340 ft. level, and will be connected in a few days.

140 Level South Extension of Main Crosscut East.—This has been extended 42 ft. and now aggregates 396 ft. from the shaft. Some small quartz veins have been passed through but of no importance.

Crosscutting for Stope filling. 138 feet.

The following stopes have been in operation:—

Above the 340 level, 2 stopes; lode 129 ins. wide, and worth 4 dwts.

Above the 240 level 3 stopes; lode 80 ins. wide, and worth 5 dwts.

Above the intermediate level (200) 1 stopes; lode 40 ins. and worth 5 dwts.

Above the 140 level, 1 stopes; lode 85 ins. wide, and worth 4 dwts.

Maio Crosscut East.—This has been extended 14 ft. making a total of 75 ft. On the lode, drives have been put off to the North and South and 48 ft. driven. The lode averages 75 ins. wide, and worth 7 dwts. This work sufficiently proves the lode, and is now stopped. Preparations are being made to get a hoisting and pumping engine fixed, and a temporary headgear raised, so that sinking of the shaft may be proceeded with all possible speed.

From the surface and the mine 616 tons have been sent to the mill, worth 5½ dwts. per ton.

BUKIT MALACCA MINE.

No. 2 Level South.—This has been cleaned out and driven 8 ft. making a total of 130 ft. The lode 10 ins. wide, assays 3½ dwts. In the back of this level we have one stopes from which 108 tons have been broken and sent to Komani mill. The lode 6 ins. wide, is worth 4 dwts.

No. 1 Level Crosscut West.—This has been extended 9 ft. making 34 ft. in all.

MILLING RETURNS.

Bukit Malacca Milling Returns: No. 1 mill ran 12½ days. Crushing 1,192 tons.

Total tons crushed 1,300 producing 69 ozs. smelted gold having a fineness of 892.

Average yield per ton 1.06 dwts.

The short period of working is accounted for by the wearing out, and breaking of both the die rings on the 1st and 2nd inst.

While awaiting renewal we are retubing the boiler and putting the machinery in thorough repair.

Bukit Komani Milling Returns. Stamps working 40.

Period of working 2½ days less 30 hours for sundry repairs and clean-up.

Ore Milled.—Bukit Komani 2,406 tons. Stope Mine 616

Total 3,022 tons.

Amalgam Yield, 1,413 ozs. producing 476.107 ozs. Smelted Gold having a fineness of 919.

Average Value of Tailings 116 dwts. per ton. Average Yield 3½ dwts.

Yours faithfully, W. H. MARTIN, General Manager.

HEMP.

Writing from Manila on 30th June, Messrs. Warner, Barnes & Co., Ltd., state:—The market has ruled quiet over the fortnight since date of our last circular, and prices have receded owing to greater weakness in the home markets and the inability of smaller dealers to hold on to their stocks. A fair business has been done on the basis of 18 and 17½ basis of current. At the close we quote: buyers but few sellers at the latter figure, or say at exchange 1/16 = £34.0.0 f.o.b. Receipts for the past fortnight have been on a smaller scale amounting to some 27,000 bales only.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/10 11/16
Do. demand 1/10 11/16
Do. 4 months' sight 1/10 11/16

France—Bank T.T. 2/37
America—Bank T.T. 6
Germany—Bank T.T. 1/93

India T.T. 1/141
Do. demand 1/141
Bangkok—Bank T.T. 71

Singapore T.T. 71 1/2
Japan—Bank T.T. 92 1/2
Java—Bank T.T. 13 1/2

Buying.

1 months' sight L/C 1/11
3 months' sight L/C 1/11 1/2
30 days' sight San Francisco & New York 4 1/2

4 months' sight do. 4 1/2
30 days' sight Sydney and Melbourne 1/11 1/2
1 months' sight France 2 1/2
6 months' sight do. 2 1/2

1 months' sight Germany 1/8
30 days' sight do. 1/8
30 days' sight India 37 1/2
Bank of England rate 24 1/2
Sovereign 10/53

Today's Advertisements.

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

MR. WILLIAM WILSON has this day assumed charge of the Company as ACTING CHIEF MANAGER during the absence on leave of Mr. W. B. DIXON, or until further notice.

By Order of the Board of Directors, C. P. CHATER, Chairman.

Hongkong, 12th July, 1905. [710]

NOTICE.

THE authority given by us to Mr. A. M. DA CRUZ to sign the name of our Firm for procuration has been withdrawn.

BARRETTO & Co. H. KONGKONG, 12th July, 1905. [738]

NOTICE.

WE have this day established ourselves at No. 15, Queen's Road Central, as GENERAL MERCHANTS AND COMMISSION AGENTS, under the style of CRUZ, BASTO & Co.

A. M. DA CRUZ, J. M. F. BASTO. Hongkong, 12th July, 1905. [739]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARG" FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 18th instant will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 24th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 12th July, 1905. [737]

Intimations.

ROBINSON PIANO COMPANY, LD.

THE PUBLIC MAY RELY IMPLICITLY ON GETTING

FROM US

PIANOS

OF THE

HIGHEST CLASS

EMBODYING THE VERY BEST

MUSICAL AND WEARING

QUALITIES,

AT

MODERATE PRICES.

OUR CLIENTS HAVE THE

ADVANTAGE OF OUR

30 YEARS' EXPERIENCE AS

EXPERTS,

DEVOTED

EXCLUSIVELY

TO THE PIANO TRADE.

WE ARE BY FAR THE

LARGEST IMPORTERS

AND

MANUFACTURERS

IN CHINA, AND STOCK THE

GREATEST VARIETY

OF MAKES.

Hongkong, 8th June, 1904. [521]

THE

"BURLINGTON."

2, PEDDER'S STREET,

OPPOSITE THE HONGKONG HOTEL.

DRESSES AND HATS

OF THE

LATEST FASHION

MADE ON THE SHORTEST NOTICE

AT MOST

REASONABLE CHARGES.

A Very Large Assortment of

MUSLINS, LACES (French),

COMBS, SILKS, HATS, &c.,

offered at PRICES unprecedentedly

low.

Inspection respectfully invited.

M. GAINS,

Manageress.

TELEPHONE NO

THE PHYSICAL EFFECTS OF ALCOHOL.

Public opinion on the "drink question" has changed remarkably during the past generation. It is no longer a fitting and conventional and of the hospitable dinner for the jovial company to be sprawling under the table; the hard drinker is now becoming rare, and pure water is becoming recognized more and more widely as the most natural and the best of beverages. Last month Sir Frederick Trevelyan, the eminent surgeon whose recent visit to Hongkong will be remembered, lectured in London before a temperance society on the physical effects of alcohol. Sir Frederick said that alcohol was, of course, distinctly a poison. It had certain uses, like other poisons, but the limitations on its use should be as strict as on arsenic, opium, and strychnine. It was a curiously insidious poison, producing effects which seemed to be only relieved by taking more of it—a remark which applied to another insidious poison, morphine, or opium. It had a certain position as medicine, but in the last 25 years its use by the medical profession had steadily and emphatically diminished. People were often heard to say that alcohol was an excellent appetizer when taken before meals. But the appetite did not need artificial stimulation; if the body wanted feeding it demanded food. As for its "aiding digestion," it hindered digestion even when taken in small amounts, as could be easily demonstrated. Then there was the idea that alcohol was strengthening. As a fact, it curiously modified the nourishment of the body; it greatly lessened the output of curative, but it was very important matter so that the drunkard was necessarily an ill-nourished man; and to reach the acme of physical condition was impossible if any alcohol was used. Its stimulating effect was only momentary, and after that had passed off the capacity for work fell enormously. Alcohol, as it were, brought up the whole of the reserve forces of the body and threw them into action, and when these were used up there was nothing to fall back on. It dissipated rather than conserved bodily energy. As a work producer it was exceedingly extravagant, and might lead to physical bankruptcy; and he was not speaking, he would remind them, of excessive drinking. It was a curious fact that troops could not march on alcohol. In the lady's relief column, which he accompanied, the first men to drop out were simply the men who drank. The fact was as clear as if they had all borne labels on their backs. As for the statement that alcohol was "a great thing for the circulation," it increased the heart-beat and reddened the skin by using up the body's reserve power, but then the heart's action became emphatically weaker a temporary effect being got at an enormous cost. The action of alcohol on the central nervous system was very definite, and was that of a sedative, not a stimulant, and then depressing the nervous system. The higher nervous centres went first, becoming slightly dulled. The man who worked on even a moderate amount of alcohol was not at his best. Fine work could not be done under that condition. The use of alcohol was absolutely inconsistent with a surgeon's work, or with any work demanding quick and alert judgment. He was much struck by the number of professional men who for this reason had discontinued the use of alcohol in the middle of the day.

The last notion he would refer to was that alcohol kept out the cold—that a "little nip" was good when going out into cold air, and so forth. In the words of a great authority, alcohol really lowered the temperature of the body by increased loss of heat and by turning energy into increased oxidation, and much reduced the power of the body to resist cold. Finally, he would say that the great and laudable ambition of all, and especially of young men, to be "fit" could not possibly be achieved if they took alcohol. It was simply preposterous to suppose that any young healthy person needed any alcohol whatever; and, indeed, he was much better without even the smallest amount of it. Having spent the greater part of his life operating, he would say, with Sir James Paget, that of all people those he decided to present on were the drinkers. He hoped that what he had said would help his hearers to answer such absolute fallacies as "a glass of port can do you no harm."

THE DEPTH OF WATER AND VESSEL'S SPEED.

Last month, in London, before the Junior Institution of Engineers, Mr. Leslie C. Lambert read a paper entitled, "The Influence of Depth of Water on Speed of Vessels."

The author said that the great importance of the question of the influence of the depth of water on the speed of vessels had come into prominence during the last year owing to the difficulty experienced by the British Admiralty contractors in obtaining the required speed for the new destroyers of the "River" class. It was discovered that the chief difficulty lay in the fact that the depth of water in which the trials were made was not sufficient to ensure the best performance. Curiously enough, experiments with Danish torpedoes had indicated that there might be a shallow draught, 2 to 2½ fathoms, which gave a better result than a deeper draught, but this was abnormal. With larger craft of the modern destroyer type, an increase in depth had been proved to result in an increase of speed, and tests on the Tyne made used mile with the same boat had shown approximately 1 knot increased speed in 20 fathoms as compared with 8 fathoms. On the map in measured mile, with a depth of 8 fathoms, a speed of 23 knots was obtained; on the same mile off Dover, in 16 fathoms, 25 knots; and on the Skatmoir mile, in 40 fathoms, 26 knots under the same conditions, and with the same horse-power. Turning to the influence of the depth of water on the speed of large craft, two instances might be given of trials of some cruisers in the British Navy. The "Latona" and sister ship "Terpsichore," both second-class cruisers, were tried at different depths of water. The "Latona" was run on the mile in Stokes Bay, and the "Terpsichore" on the deeper Skatmoir mile on the Firth of Clyde. The speed of approximately 16½ knots and the "Terpsichore" at the same horse-power, gave 2 knots. This represents a gain of approximately 0.4 knot due to an extra depth of water of 150 ft. The cruiser "Edgar" was run in Stokes Bay, requiring 13,200 horse-power to attain 20½ knots. On a subsequent run between Plymouth and Falmouth, in water of an average depth of 50 fathoms, the high speed of 21 knots was obtained with 710 less horse-power. This represents at the same horse-power a gain of about 3/4 knot, due to increased depth of water, and it also shows that "Edgar" would have attained 20½ knots with about 1,500 horse-power less than was necessary in Stokes Bay. The experiments made by the Admiralty have shown that the deeper water resistance may be exceeded by 50 per cent. in moderately shallow water, and the late Mr. Froude's investigations led to the assumption that with the present high speeds the depth of water should be considerably more than ten times the draught.

Shipping.

Arrivals.

Kampot, Fr. s.s., 400, Le Bail, 10th July, Saigon 5th July, Rice.—Man Fat.

M. Struve, Ger. s.s., 966, P. Bandi, 10th July, Mauritius 15th June, Sugar.—Wing Sing Co.

Australian, Br. s.s., 1,773, W. G. McArthur, 11th July, Kobe 6th July, Gen.—G. L. & Co.

Massagon, Br. s.s., 4,907, W. H. S. Hall, 11th July, Bombay 24th June, and Singapore 5th July, Twist and Cotton.—P. & O. S. N. Co.

Kwailin, Br. s.s., 1,072, W. D. Brymer, 11th July, Hilo 7th July, Sugar.—B. & S.

Petchaburi, Ger. s.s., 1,375, G. Hillmann, 11th July, Bangkok 4th July, Rice and Gen.—B. & S.

Cyprus, Br. s.s., 2,174, J. W. Knox, 11th July, Calcutta 23rd June, Coal.—Order.

Halvard, Nor. s.s., 1,100, Andersen, 11th July, Cherbon 2nd July, Sugar.—Chinese.

Blackheath, Br. s.s., 1,719, Sherborne, 11th July, Cebu 5th July, Gen.—D. & Co. Ltd.

Clan Mackenzie, Br. s.s., 1,921, G. W. Whitman, 11th July, Kobe via Moli 6th July, Gen.—A. K. & Co.

Carl Menzell, Ger. s.s., 984, G. Cornard, 11th July, Cebu 7th July, Ballast.—E. A. T. Co.

Chunshang, Br. s.s., 1,418, R. Cox, 12th July, Pekalongan 3rd July, Sugar.—J. M. & Co.

Castor, Nor. s.s., 774, J. Martin, 12th July, Singapore 5th July, Petroleum.—Order.

Benlarig, Br. s.s., 2,510, A. Wallace, 12th July, Singapore 6th July, Gen.—G. L. & Co.

Taishan, Br. s.s., 1,121, J. T. Laine, 12th July, Hilo 8th July, Sugar.—B. & Co.

Clearances at the Harbour Office.

Castor, for Tientsin.

Empress of Japan, for Shanghai.

Australian, for Port Darwin.

Adala, for Calcutta.

Sungking, for Hilo.

Keowun, for Nagasaki.

Ichia, for Singapore.

Departures.

July 12.

Empress of Japan, for Vancouver.

Hanoi, for Hoihow.

Empress of Japan, for Hoihow.

Gibbons, for Hoihow.

Tientsin, for Shanghai.

Adala, for Calcutta.

Ichia, for Hilo.

Keowun, for Nagasaki.

Ichia, for Singapore.

Passengers arrived.

Per Fenlarig, from Singapore.—Mr. Kenneth Maclean.

Per Petchaburi, from Bangkok.—Messrs. Schmidt and Hansen.

Per M. Struve, from Mauritius.—Capt. Folkeham, and 193 Chinese.

Per Australian, from Kobe for Hongkong.—Messrs. A. Williams and H. Olsen.

Per Manila, from Miss Baldwin, Mrs. Krug, and Mr. T. Roberts. For Port Darwin.—Miss O'Neill, and Mrs. Budgeon.

Per Thursday Island, from Japan.—For Sydney.—Messrs. W. C. H. Roberts, Prof. M. Smith, Mrs. A. E. Smith, M. Smith, Martin, Mrs. Milne Walker, Messrs. E. Litchfield and W. E. Courthope.

Passengers departed.

Per Tonkin, for Shanghai.—Mr. Andriol, Mrs. Clara Sagal, Rev. P. Antonin et Louis, Messrs. A. Borer, G. de Silva, Tromer, Mrs. Ernestina Felmann, Messrs. M. Papi and Emil Domerisen. For Kobe.—Mr. Wong Big. For Yokohama.—Mr. Jehenne.

Per Oceanic, for Saigon.—Messrs. Lawrence A. Brook, Chung Lim Chuen, Honi et Heco, Vip O. Shan and C. B. Jassens. For Singapore.—Mrs. F. C. Hagedorn, Mr. Tan Yan Tian, Mrs. R. L. Anderson, Messrs. S. A. Marican, Goh Liang Yong Chan E. Boh, and Miss Okon. For Colombo.—Miss H. Felmann. For Marcellus.—Mr. Richard, Mr. and Mrs. Savoy, Rev. I. De Antonio José Gomes, and Mr. Douglas.

Shipping Report.

Str. Petchaburi from Bangkok.—Sly winds, fine weather all through.

Str. Hatching from Foochow.—Moderate moonsoon, and fine clear weather.

Str. Cygni from Calcutta.—Light breeze, and clear weather throughout passage.

Str. Taishan from Hilo.—Light N. to NW. winds, smooth, clear and fine throughout.

Str. Australian from Kobe.—Fresh SW. winds throughout, with strong Nly current, with fine weather.

Vessels in Port.

STREMBERS.

Aldershot, Br. s.s., 1,354, Adam, 5th July, Canton 5th July, Gen.—D. & Co. Ltd.

Bourbon, Fr. s.s., 990, Sisco, 10th July, Saigon 6th July, Rice.—Chinese.

Chowfa, Ger. s.s., 1,055, F. Spiesen, 10th July, Bangkok and Swatow 9th July, Rice and Wood.—B. & S.

Chowfa, Ger. s.s., 1,115, H. Textor, 10th July, Bangkok 19th June, Rice.—B. & S.

Eva, Nor. s.s., 1,915, Salvesen, 10th July, Cardiff 17th May, Coal.—Order.

Germania, Ger. s.s., 1,715, T. Petersen, 5th July, Hoihow 4th July, Rice.—J. & Co.

Haiching, Br. s.s., 1,267, A. E. Hodgins, 11th July, Foochow via Amoy and Swatow 10th July, Gen.—D. L. & Co.

Hero, Nor. s.s., 2,418, O. Syvertsen, 8th July, Kuchino 1st July, Coal.—M. B. K.

Hinsang, Br. s.s., 1,400, G. Davies, 8th July, Java 29th June, Sugar.—J. M. & Co.

Kailong, Br. s.s., 986, E. Finlayson, 8th July, Cebu 4th July, Hemp and Sugar.—B. & S.

Keemun, Br. s.s., 5,727, R. Conradi, 10th July, Singapore 5th July, Gen.—B. & S.

Keong Wat, Ger. s.s., 1,115, Köhler, 8th July, Bangkok 2nd July, Rice.—B. & S.

Kirkfield, Br. s.s., 2,291, T. B. Watson, 9th July, Calcutta 22nd June, Coal.—J. M. & Co.

Laisang, Br. s.s., 3,450, P. M. B. Lake, 9th July, Calcutta 24th June, Penang and Singapore 4th July, Gen.—J. M. & Co.

Loongang, Br. s.s., 1,092, G. S. Weigall, 10th July, Manila 7th July, Gen.—J. M. & Co.

Manche, Fr. s.s., 3,400, Norward, 10th July, Halphong 7th July, Gen.—M. M.

Mongolia, Am. s.s., 2,750, W. P. S. Porter, 10th July, San Francisco 7th June, Honolulu 15th, Yokohama 17th, Kobe 2nd July, Nagasaki 5th, and Shanghai 8th, Mail and Gen.—P. & M. S. Co.

Newby Hall, Br. s.s., 2,875, A. Buck, 6th July, Barry 26th May, Coal.—Order.

Numania, Ger. s.s., 2,804, H. Brühmer, 10th July, Moli 5th July, Gen.—P. & A. S. S. Co.

Palma, Br. s.s., 4,913, G. W. Cockman, 11th July, Moli 6th July, Gen.—P. & O. S. N. Co.

Pleades, Br. s.s., 2,032, F. G. Porington, 10th July, Manila 8th July, Gen.—D. & Co. Ltd.

Rubi, Br. s.s., 1,519, A. H. Nolley, 10th July, Manila 8th July, Gen.—S. T. & Co.

Taiyuan, Br. s.s., 1,459, L. Dawson, 10th July, Australia via Ports and Manila 24th June, Gen.—B. & S.

Telemachus, Br. s.s., 1,300, J. Williamson, 5th July, Saigon 1st July, Gen.—Order.

Tjilajap, Dut. s.s., 2,495, H. Koops, 11th July, Macassar 2nd July, Gen.—C. J. L.

Tintau, Ger. s.s., 1,005, O. Koch, 10th July, Bangkok 1st July, Rice and Gen.—B. & S.

SAILING VESSELS.

Combrilbar, Br. 4-masted ship, 2,151, George, 2nd June, Cardiff 2nd Jan., Coal.—Government.

Steamers Expected.

Vessel	From	Agents	Date
Coromandel	Singapore	P. & O. Co.	July 13
Chingit	Kobe	B. & S.	July 13
Empire	Manila	G. L. & Co.	July 13
Silvia	Colombo	H. A. L.	July 15
Daralong	Singapore	N. Y. K.	July 17
Prinz Heinrich	Colombo	M. & Co.	July 18
Athenian	Japan	C. P. R. Co.	July 18
China	Japan	M. & Co.	July 18
Emp. of China	Vancouver	C. P. R. Co.	July 24
P. Sigismund	Sydney	M. & Co.	July 31
Arabia	Portland	P. & A. Co.	Aug. 1
Ras Dara	New York	S. T. & Co.	Aug. 21

Hongkong & Whampoa Dock Returns.

Vessel	From	Agents	Date
Travancore	Kowloon	Dock	
Humber	"	"	
Germania	"	"	
Hoching	"	"	
Taiyuan	"	"	
Manche	Cominopolian	"	
Chowfa	"	"	
Kampot	Aberdeen	"	

Ships Passed the Canal.

Onward—14th June—Den of Crombie, Austria. 17th June—Libria, Grafion, Patroclus, Hudson, Keemun, Fingling, Verdanda. 21st June—Southgrove, 24th June—Malacca, Pak Ling. 27th June—Berleth, 30th June—Witkind, Achilles, Agincourt, 4th July—Prona, Renalder, Sydney, Pyrrhus, Athol, Stuttgart, Eornexhang, Kurana, Oceano, Rhennia. 7th July—Antenor, Bayern, Candia, Glenroy, Maehoon, Marathothris. 12th July—Polynast, Prince Eitel, Friedrich.

Homeward—21th June—Jadramt, 4th July—Bayern, Seydlitz. 12th July—Socotra.

Arrivals at Home—14th June—Kaitow. 17th June—Agamemnon. 21st June—Fremont. 24th June—Artemis, Tunka. 27th June—Jason, Pera. 30th June—Schuyll, Trieste, Ernest Simons, Slavonia. 4th July—Roos, Novostia 7th July—Lewther Castle. 12th July—Lauris, Brvennet, Doridan, Diomed, Tyden.

Post Office.

Keelung, Moli, Kobe, Yokohama, Victoria, B.C., and Tacoma, Wash.—Per *Platard*, 13th July, 11 A.M.

Macao—Per *Hungshing*, 13th July, 1.15 P.M.

Newchwang—Per *M. Struve*, 13th July, 5 P.M.

Swatow, Amoy and Foochow—Per *Hat-ching*, 14th July, 9 A.M.

Bangkok—Per *Chowfa*, 14th July, 11 A.M.

Bangkok—Per *Kongwai*, 14th July, 11 A.M.

Macao—Per *Hungshing*, 14th July, 1.15 P.M.

Singapore, Sourabaya and Samarang—Per *Hinsang*, 14th July, 2 P.M.

Shanghai—Per *Fausang*, 14th July, 2 P.M.

Manila—Per *Loongang*, 14th July, 3 P.M.

Cebu and Hilo—Per *Kailong*, 14th July, 3 P.M.

Shanghai and Chinkiang—Per *Loongmoon*, 14th July, 3 P.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Chingfa*, 14th July, 3 P.M.

Singapore, Penang and Calcutta—Per *Clan Macdonald*, 15th July, 10 A.M.

Kobe—Per *Taiyuan*, 15th July, 3 P.M.

Shanghai and Chinkiang—Per *Lydia*, 15th July, 3 P.M.

Chefoo and Newchwang—Per *Huyah*, 15th July, 3 P.M.

Amoy, Straits and Rangoon—Per *Pundua*, 15th July, 5 P.M.

Shanghai, Moli, Kobe and Yokohama—Per *Tjilajap*, 17th July, 11 A.M.

Tientsin—Per *Wangui*, 17th July, 2 P.M.

Shanghai—Per *Kwailin*, 17th July, 3 P.M.

Singapore, Penang and Calcutta—Per *Lalung*, 18th July, 10 A.M.

Swatow, Wei-hai-wei, Chefoo and Tientsin—Per *Chihli*, 18th July, 10 A.M.

Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Mongolia*, 18th July, 11 A.M.

Manila—Per *Taming*, 18th July, 1 P.M.

Europe, &c., India, via Tauricoria—Per *Sachin*, 19th July, 11 A.M.

Amoy, Shanghai, Moli, Kobe, Yokohama, Victoria, B.C. and Tacoma, Wash.—Per *Shamun*, 20th July, 11 A.M.

Keelung, Moli, Kobe, Yokohama and Portland—Per *Manila*, 20th July, 11 A.M.

Manila—Per *Zaffra*, 20th July, 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of China*, 2nd Aug., 11 A.M.

Mails for Canton, Samshul, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 9 A.M. and that for Canton at 9 A.M.

Mails for Niamia, Sanbo, Kongkong, Kamchuk, Samshul, Wuchow, and Canton every evening at 5 P.M. On Sundays the mails will be closed at 9 A.M.

No mail will be closed for Canton on Saturday evening.

VISITORS AT THE HOTELS.

HONGKONG.

Alberty, K. Large, H. J. C.

Baker, A. S. Lewis, A. R.

Baldwin, Mrs. L. A. R.

Bingham, Mr. & Mrs. M. D.

Bliss, J. E. and child

Bliss, R. J. Martini, Dr. O.

Bisney, S. M. M. K.

Blair, D. K. Melkie, Mr. and Mrs.

Brighton, F. G. Menasche, L.

Broughall, L. Menasche, G.

Carver, W. L. Miller, P. L.

Chalmers, Dr. Moon, Mr. & Mrs. R. M.

Chambers, Mr. & Mrs. Moore, Dr. W. B. A.

H. K. Morrison, Mrs.

Clark, Hon. Dr. Francis Murray, E. H.

Clark, T. Murray, P. C.

Clegg, R. M. Eng. Lt. Newton, A. G.

and Mrs. H. I. Offord, Mrs. Paty E.

Clegg, R. M. Eng. Lt. Offord, Mrs. Paty E.

Copp, Miss Capt. O. C.

Copp, Miss Capt. O. C.

Craig, J. C. Parry, H. N. L.

Cunningham, G. Parry, H. N. L.

Davies, F. O. Parry, H. N. L.

Descon, F. H. Parry, H. N. L.

Downing, Mr. T. C. Parry, H. N. L.

Eymal, A. Parry, H. N. L.

Fletcher, H. Parry, H. N. L.

Forst, B. W. Parry, H. N. L.

Giles, Mr. and Mrs. B. Parry, H. N. L.

Glover, E. C. Parry, H. N. L.

Grant, A. W. Parry, H. N. L.

Grone, Dr. F. Parry, H. N. L.

Hall, Capt. T. Parry, H. N. L.

Hanson, J. Parry, H. N. L.

Harling, R. Parry, H. N. L.

Hasselt, H. J. Parry, H. N. L.

Hecker, H. Parry, H. N. L.

Hunt, R. W., Engineer. Parry, H. N. L.

Innes, Capt. P. Parry, H. N. L.

Kemp, H. H. Parry, H. N. L.

Kerr, F. D. Parry, H. N. L.

Knappe, Dr. Samuel Parry, H. N. L.

Krug, M. Parry, H. N. L.

Laing, A. H. Parry, H. N. L.

Laing, Dr. Parry, H. N. L.

Dann, G. H. Russell, Mrs.

Gaskell, Mr. and Mrs. Smith, E. Grant

Gibbons, J. B. Smith, Mr. and Mrs.

Kapley, B. D. Grant

Lyons, F. W. Webb, Mr. and Mrs.

Marchant, Capt. and Mrs. Mountague

Mrs. and children Wilson, Dr. Newell

McPherson, J. L. Young, J. Ashton

Nicholls, E. A.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	4	3,000	Commander Harbord	Wei-hai-wei
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Omsmaney	Wei-hai-wei
Arauc	torpedo boat destroyer	550	6	7,000	Lieut.-Commander R. H. Heaton	Wei-hai-wei
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain Lionel G. Tinnell	Shanghai
Bonaventura	cruiser, 2nd class	4,360	10	7,000	Captain H. H. Torlesse	Shanghai
Cadmus	torpedo boat destroyer	550	6	1,400	Commander H. du C. Loard	Wei-hai-wei
Chelona	water tank and tug	390	—	300		Hongkong
Chid	torpedo boat destroyer	1,070	6	1,400	Commander H. D. Wilkin, D.S.O.	Yangtze </td
Diadem	cruiser 1st class	11,000	16	16,500	Captain H. W. Savory	en route Wei-hai-wei
Dec	torpedo boat destroyer	550	6	7,000	Lieut.-Commander H. E. Sullivan	Hongkong
Erne	torpedo boat destroyer	550	6	7,000	Lieut.-Commander Balser	Wei-hai-wei
Erivick	torpedo boat destroyer	550	6	7,000	Lieut.-Commander Lewis	Hongkong
Fame	torpedo boat destroyer	550	6	7,000	Commander A. F. Everett	Wei-hai-wei
Glory	torpedo boat destroyer	550	6	7,000	Lieut.-Commander Stevenson	Wei-hai-wei
Handy	battleship, 1st class	13,950	16	13,000	Captain Hon. Stopford	Wei-hai-wei
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander J. May	Wei-hai-wei
Hecia	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Richards	Hongkong
Hogus	special service torpedo-v.	6,400	—	2,400	Captain E. F. B. Charlton	Wei-hai-wei
Hphignia	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Wei-hai-wei
Ichon	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawcner	en route Wei-hai-wei
Janus	torpedo boat destroyer	550	6	7,000	Lieut.-Commander C. Seymour	Wei-hai-wei
Kinsha	torpedo boat destroyer	280	6	3,900	Lieut.-Commander W. H. Darwall	Hongkong
Moorehen	river gunboat	85	4	1,500	Lieut.-Commander E. V. F. R. Dugmore	Yangtze
Otter	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	West River
Rambler	torpedo boat destroyer	350	6	650	Lieut.-Commander J. Kiddle	Wei-hai-wei
Robin	surveying vessel	235	2	240	Commander G. E. Moore	Surveying
Sandpiper	river gunboat	85	2	240	Lieut.-Commander Robert E. Vaughan	West River
Sirius	cruiser, 2nd class	3,600	8	7,000	Lieut.-Commander H. T. Allay	Hongkong
Snipe	river gunboat	85	2	240	Lieut.-Commander Davidson	Yangtze
Taku	torpedo boat destroyer	350	6	6,500	Captain C. H. H. Moore	Hongkong
Tamara	cruiser, 1st class	12,000	14	21,000	Lieut.-Commander Davidon	Hongkong
Teal	receiving ship	4,050	6	—	Commodore Dickson	Hongkong
Virago	river gunboat	180	2	800	Lieut.-Commander E. Secrestan	Yangtze
Waterwitch	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Gregory	Wei-hai-wei
Whiting	surveying ship	620	4	450	Commander R. W. Glennie	Surveying
Whiting	torpedo boat destroyer	350	6	5,900	Lieut.-Commander C. E. L. Thomas	Wei-hai-wei
Woodcock	river gunboat	195	2	800	Lieut.-Commander G. B. Spicer-Simpson	Yangtze
Woodcock	river gunboat	195	2	800	Lieut.-Commander Hugh Somerville	Yangtze
Woodcock	river gunboat	195	2	800	Lieut.-Commander J. F. Knox	Yangtze

* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
Achéron						

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA,"
Captain C. D. Goldsmith, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 15th July,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. *Marmora*, 10,500 tons, from Colombo.
Passengers' accommodation in which vessel is
secured before departure from Hongkong.
Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Arabia*,
due in London on the 27th August.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent.

Hongkong, 4th July, 1905.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TOURANE."

Captain R. Girard, will be despatched for MAR-
SEILLES on TUESDAY, the 25th July,
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *TOKIN*..... 8th August.

S.S. *SYDNEY*..... 22nd August.

S.S. *ARMAND BEHIC*..... 5th September.

G. DE CHAMPEAUX,
Agent.

Hongkong, 12th July, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Pleides 3,753 F.G. Purinton At July 13

Shamut 3,666 E. V. Roberts " July 20

Tremont 3,666 T.W. Garlick " Aug. 8

! Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shamut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 12th July, 1905.

ACHEE & CO.

ESTABLISHED 1859.

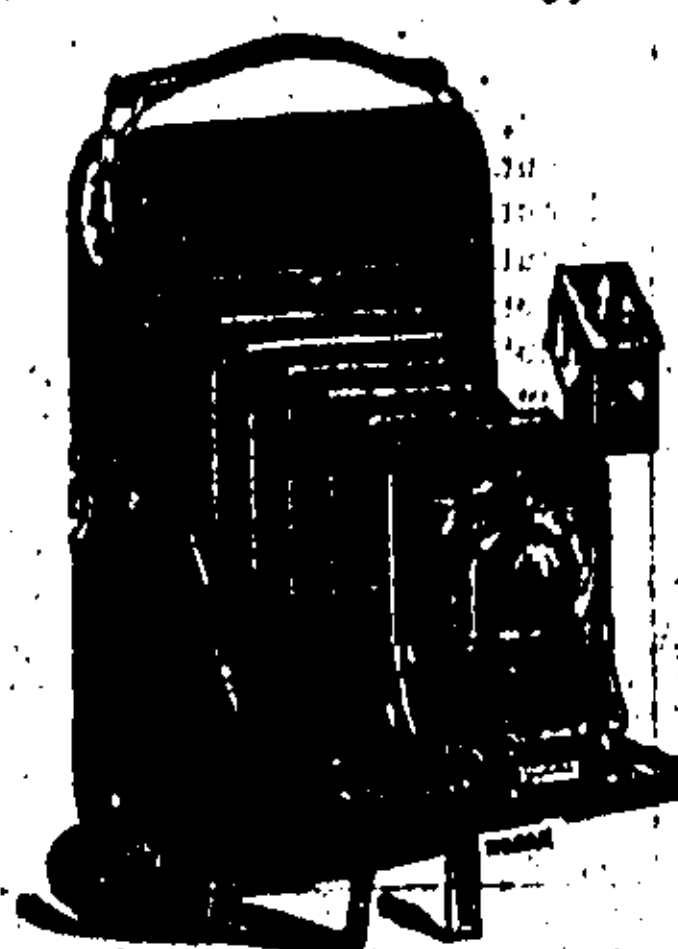
FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c. &c. &c.

Telephone 256.



DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.
Hongkong, 16th May, 1905.

To Let.

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy
Town.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 27th June, 1905. [692]

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MORRISON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIKE).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 30th March, 1905. [69]

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905. [537]

TO LET.

SHOP No. 14, QUEEN'S ROAD, CENTRAL.

First Floor, No. 12, QUEEN'S ROAD, CENTRAL.

Second Floor, Nos. 12 and 14, QUEEN'S ROAD, CENTRAL.

Apply to—

S. HUSNEY,
Hongkong Hotel.

Hongkong, 8th June, 1905. [639]

TO LET.

SEMI-DETACHED VILLAS, Two, in
Garden Road, near the Ferry, with Fine
Bright and Airy Rooms. GAS and ELECTRIC
BELLS laid on. Commanding fine view of the
Harbour.

Rents very moderate.

Apply to—

H. RUTTONJEE,
No. 5, D'Almeida Street,
37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905. [627]

For Sale.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1904. [57]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905. [50]

FOR SALE.

INCANDESCENT,
Gasoline,
Lamps of all
descriptions from the best
makers.

Incandescent
Mantles,
Chimneys,
Globes, Sha-
des, &c., for
Gasoline and
Gas Lamps at the most
moderate prices.

Lamps fixed
up for Buyers
free of charge.

Naphtha of the
best kind
kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.

Hongkong, 16th November, 1904. [54]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE ACTUAL AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	70,000	\$125	\$125	\$1,000,000 \$8,000,000 \$250,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16=\$1.46 for second half-year 1904	5 %	\$850 buyers London 288 \$37 buyers
National Bank of China, Limited	90,925	£7	£5	\$100,000	\$41,768	\$2 (London 3/6) for 1903		
MARINE INSURANCES								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,730	\$150,494	\$17 for 1903	58 %	\$320 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$650,000 \$11,992 \$362,965 \$371,445	Nil.	\$4 for year-ended 30.4.1904	43 %	\$67 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$20,000 \$72,749 \$893,119 \$845,773 \$700,000	\$2,078,997	\$35 for 1903	5 %	\$200 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$37,704 \$1,000,000	\$485,284	\$12 and \$3 special dividend for 1903	81 %	\$174
FIRE INSURANCES								
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000 \$1,000,000	\$339,047	\$6 dividend & \$1 bonus for 1903	84 %	\$87 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$2,241,000 \$2,241,000	\$360,372	\$34 for 1903	114 %	\$302 sales
SHIPPING, TUG AND CARGO BOATS								
China and Manila Steamship Company, Limited	30,000	\$255	\$25	\$5,000 \$1,000,000	\$8,832	\$1 for 1904	5 %	\$10
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000 \$1,000,000	Nil.	\$3 for year ended 30.6.1904	51 %	\$351 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	\$1,000,000 \$1,000,000	\$29,160	\$1 for second half-year 1904	91 %	\$27 sellers
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED								
Shanghai Tug and Lighter Company, Limited	200,000	£1.50	£1.50	Tls. 21,000	Tls. 43,762	10/- for 1903 @ 1/10 5/16=\$1.378	51 %	\$974 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	Tls. 21,000	Tls. 43,762	Tls. 21 final making Tls. 41 for 1904	71 %	Tls. 61
"Siar" Ferry Company, Limited	10,000	\$10	\$10	Tls. 21,000	Tls. 43,762	Tls. 14 final making Tls. 31 for 1904	71 %	Tls. 10
Straits Steamship Company, Limited	5,000	\$100	\$100	Tls. 21,000	Tls. 43,762	Interim of 1/- (Coupon No. 5) for 1904	41 %	\$35 sellers
Taku Tug and Lighter Company, Limited	30,000	£1.50	£1.50	Tls. 21,000	Tls. 43,762	Interim of 1/- (Coupon No. 5) for 1904	41 %	\$35 sellers
PEPPERIES								
China Sugar Refining Company, Limited	20,000	\$100	\$100	Tls. 21,000	Tls. 43,762	\$10 for 1904	7 %	\$142
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	Tls. 21,000	Tls. 43,762	Final of Tls. 14 making Tls. 34 for 1904	11 %	Tls. 30
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 21,000	Tls. 43,762	Final of Tls. 14 making Tls. 34 for 1904	11 %	Tls. 30
MINING								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	Tls. 21,000	Tls. 43,762	Final of Tls. 14 making Tls. 34 for 1904	11 %	Tls. 30
Oriental Consolidated Mining Company, Limited	150,000	£1	£1	Tls. 21,000	Tls. 43,762	Final of Tls. 14 making Tls. 34 for 1904	11 %	Tls. 30
Pauk Australian Gold Mining Company, Limited	50,000	£1	£1	Tls. 21,000	Tls. 43,762	Final of Tls. 14 making Tls. 34 for 1904	11 %	Tls. 30
DOCKS, WHARVES & GODOWNS								
Farnham (S.S.) Coy. & Co., Limited	55,300	Tls. 100	Tls. 100	Tls. 21,000	Tls. 43,762	Final of Tls. 14 making Tls. 34 for 1904	11 %	Tls. 30
Fenwick (Geo.) & Co., Limited	12,000	\$25	\$25	Tls. 21,000	Tls. 43,762	Final of Tls. 14 making Tls. 34 for 1904	11 %	Tls. 30
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	Tls. 21,000	Tls. 43,762	Final of Tls. 14 making Tls. 34 for 1904	11 %	Tls. 30
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	Tls. 21,000	Tls. 43,762	Final of Tls. 14 making Tls. 34 for 1904	11 %	Tls. 30
Heworth Erskine, Limited	12,000	\$100	\$100	Tls. 21,000	Tls. 43,762	Final of Tls. 14 making Tls. 34 for 1904	11 %	Tls. 30
New Amoy Dock Company, Limited	6,000	\$68	\$68	Tls. 21,000	Tls. 43,762	Final of Tls. 14 making Tls. 34 for 1904	11 %	Tls. 30
Riley Hargreaves & Co., Limited	6,000	\$68	\$68	Tls. 21,000	Tls. 43,762	Final of Tls. 14 making Tls. 34 for 1904	11 %	Tls. 30
SHANGHAI AND HONGKONG WHARF COMPANY								
Tanjong Pagar Dock Company, Limited	37,000	Tls. 100	Tls. 100	Tls. 21,000	Tls. 43,762	Final of Tls. 14 making Tls. 34 for 1904	11 %	Tls. 30
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 21,000	Tls. 43,762	Final of Tls. 14 making Tls. 34 for 1904	11 %	Tls. 30
LANDS, HOTELS & BUILDINGS								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	Tls. 21,000	Tls. 43,762	Final of Tls. 14 making Tls. 34 for 1904	11 %	Tls. 30
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 21,000	Tls. 43,762	Final of Tls. 14 making Tls. 34 for 1904	11 %	Tls. 30
Central Stores, Limited	6,000	Tls. 50	Tls. 50	Tls. 21,000	Tls. 43,762	Final of Tls. 14 making Tls. 34 for 1904	11 %	Tls. 30
Do. (Founders)	123	\$12	\$12	Tls. 21,000	Tls. 43,762	Final of Tls. 14 making Tls. 34 for 1904	11 %	Tls. 30
Do. (New Issue)	24,000	\$15	\$15	Tls. 21,000	Tls. 43,762	Final of Tls. 14 making Tls. 34 for 1904	11 %	Tls. 30
Hongkong Hotel Company, Limited	12,000	\$50	\$50	Tls. 21,000	Tls. 43,762	Final of Tls. 14 making Tls. 34 for 1904	11 %	Tls. 30
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	Tls. 21,000	Tls. 43,762	Final of Tls. 14 making Tls. 34 for 1904	11 %	Tls. 30
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 21,000	Tls. 43,762	Final of Tls. 14 making Tls. 34 for 1904	11 %	Tls. 30
Hotel Metropole Company, Limited	2,000	\$100	\$100	Tls. 21,000	Tls. 43,762	Final of Tls. 14 making Tls. 34 for 1904	11 %	Tls. 30
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	Tls. 21,000	Tls. 43,762	Final of Tls. 14 making Tls. 34 for 1904	11 %	Tls. 30
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	Tls. 21,000	Tls. 43,762	Final of Tls. 14 making Tls. 34 for 1904	11 %	Tls. 30
SHANGHAI LAND INVESTMENT COMPANY, LIMITED								
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	Tls. 21,000	Tls. 43,762	Final of Tls. 14 making Tls. 34 for 1904	11 %	Tls. 30